



LOTUS

& Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- EMR to Macedon, Q Day?
- A visit to LMK Projects
- Concours d' Elegance at Ormiston House
- Jim Clark's Cortina
- Member Profile: David Buntin

2016



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LCQ Concours at Ormiston House – photograph
by Gloria Wade

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For any last minute updates check your state's website!

www.lotusclubvic.asn.au

www.lotusclubqueensland.com

President's Waffle

By CLIVE WADE, President, LCQ



18th again, can't somebody in power please slow the calendar down?

What a full-on month we've had! Whilst Gloria and I took a fortnight out to collect an Elise hardtop roof from the Lotus-loving Mackie Clan in Mittagong, they are part of the CLA mob, LCQ has been quite busy.

20 March saw lunch at Polly's Country Kitchen, getting there via Canungra, Beechmont and Springbrook and 3 April saw Dick Reynolds leading the pack for the monthly EMR. Of course Gloria and I were back for the first round of the Morgan Park Sprints on 9/10 April and we rounded the month off with our Concours d'Elegance at Ormiston House. And that will have seen us out for the month of April.

May is not going to be any less hectic!

01 May: David Hack Classic
EMR to Mt Glorious for breakfast and then on to Toowoomba Airport

03 May: LCQ Monthly Meeting

08 May: Happy Laps at Qld Raceway (QR)

Traditional breakfast at QR followed by (120kmh limited) drive on the circuit

14 May: Inter Club Challenge Round 3
Mt Cotton Hill Climb

21 May: Morgan Park Sprints

22 May: Inter Club Challenge Round 4
Macleans Bridge Concours d'Elegance
Don't be fooled by names! The perpetrators of "Macleans Bridge" have done what many governments would love to do... they have moved "Macleans Bridge" to numerous locations around the Brisbane region in the last

few years. This year the venue is the Belmont Rifle Range. Just imagine the pleasures a Council would have with powers akin to the powers of the Triumph Sports Owners Assoc!... "don't like where Macleans Bridge is, let's move it somewhere more easily accessible". Gracious me, whole recalcitrant suburbs could easily be moved to the neighbouring shire, problem solved, budget reduced... oh dear, I digress.

29 May: DTC Round 2

The weekend of 21/22 May is an obvious clash, though most folk doing the sprints have little chance of winning a concours, so maybe not such a big clash.

Concours seem to be the flavour of the month, and maybe our little club needs to come to grips with when and where our annual concours should be held. Over many years we have traditionally held it at the All British Day in September. At last month's Club meeting an almost unanimous vote decided it should be at Ormiston House, a popular venue for many marque car clubs. Yet for LCQ to fare well in the Interclub Challenge we need to have the concours at Macleans Bridge. This is one of the few ICC events where the more socially orientated members can contribute to the club's point score. Certainly the ICC Round will draw out some of our more rare Lotuses in the club. We do have Elites, Sixes, Elevens and twenty-threes lurking in the club which have been known to be brought out for an airing on occasions such as major multiple marque concours.

To make our monthly meetings more entertaining and "clubby/clubbie" rather than emulating a business meeting, we have

broken away from some of the more traditional meeting formats. We've encouraged members to advocate new business whilst we talk about existing business. Now this might be a "sackable" offence in business, however, it engenders lively and enjoyable interchange at a club level. The only one who suffers is the poor soul entrusted with minute taking, but I can cope. It has certainly deformalised our meetings with everybody chatting on around the table long after the meeting has closed.

To add to the joys of coming to a meeting we have decided to have pizza delivered at 7:30. As we generally have 20 to 25 members in attendance we'll cater appropriately with a view to increase the order with the increase in attendees. The major reason for this is quite a number of members come straight from work, thus missing out on eating dinner at an hour conducive to a good night's sleep and well managed indigestion.

So come along to our next meeting, you will find it an enjoyable evening.

And on that note,

I bid you cheerio for this month.

Clive



WELCOME NEW LCV MEMBERS:

Alastair Munro [2005 Elfin Clubman]
Katrina Vodopic
Ahmad Mekaway [2013 Elise]
Richard Adams [1966 Elan]

Next LCQ Club Meeting

TUESDAY 3RD MAY

7.00 FOR 7:30 PM

Shannons Insurance
Unit 5B, West End Corporate Park
305-313 Montague Rd
West End



QUOKKA TALK

WA'S LOTUS SCENE

by Paul Bui
photos: Shirlyn Bui



With the season's change, Autumn greets us with a pleasant ray of early morning sunshine and the WA lotus crew dust off their cars for another monthly Sunday EMR in March. A fantastic turn out of eight Lotuses including a range including Espirits, Elises and Exiges. Our captain, Eddie Lankhorst mapped out the run to Northam, 1 hour north east of Perth, filled with a mix of backroads and twisties. Pure lotus fanatic Les Proctor showed great dedication, being discharged no less than 24 hours from hospital, Les rode shotgun with Eddie and helped him navigate through some lovely windy roads with minimal traffic interruptions to our fast paced convoy.



Robyn's recently acquired red Elise managed to come out for a play, and boy does her little guy growl as it speeds past! Our resident photographer of the day, Shirlyn, managed to stick her arms and head out to grab some nice rolling shots of the cars in action, and of course the trademark grin by Richard Cooper.

Without any hiccups nor lost souls, we all arrived in Northam to fill our empty tanks at the Riversedge Café before a return trip home. As always, a splendid morning and a big thank you to all for organising and participating in an event which defines Lotus WA. Until next time, safe driving.



Guy Stevens' and Rod Nash's Esprits



EMR TO MACEDON, Q DAY?

by Peter Murray

0835 on Sunday morning and we arrived at BP Calder, found John King and learned that there were already twenty-eight members booked for lunch. Wow, that was surprising.

Come 0910 and our crowd, that had swelled to forty-one, gathered outside for a drivers' briefing by Iain Palmer.

An orderly queue of Lotus cars, with one or two strays from other stables, set off for the run to Trentham and morning tea. Red Beard Bakery is well known for its sour dough bread but the queue for coffee was too long so I went for a short stroll along the main street and spied a couple of local identities. Herself headed straight to the Jargon craft shop and emerged in a new three-quarter purple woollen coat, perfect to counter the sharp cold breezes we had encountered en-route. How much did that cost? Don't ask.

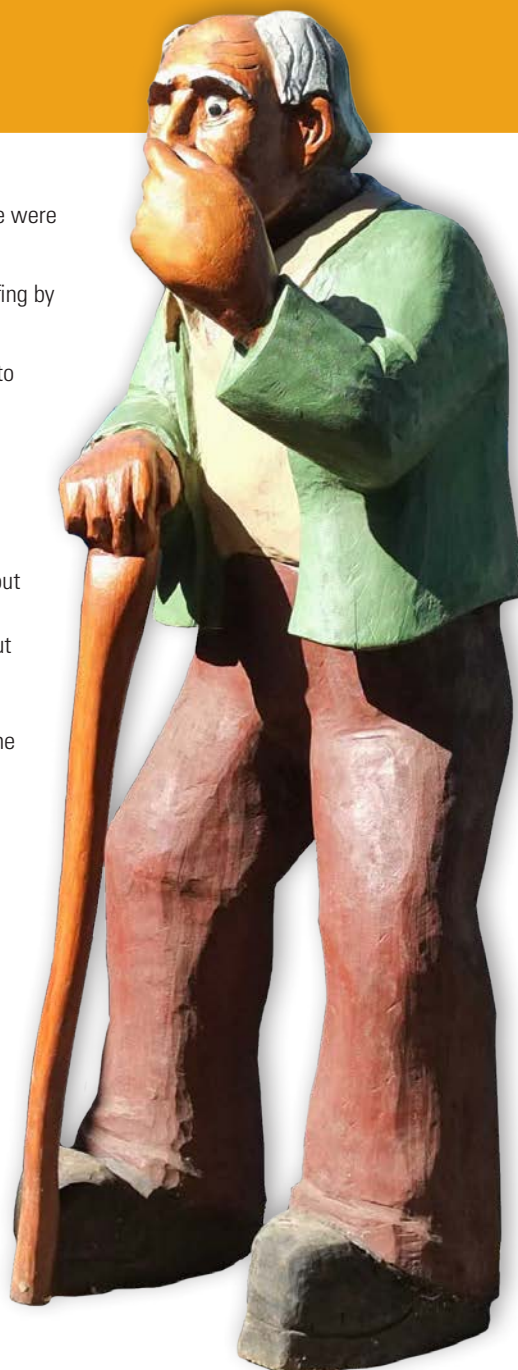
We left Trentham before the rest of the group and headed via Daylesford for Malmsbury. About 12kms from Malmsbury a cluster of red lights at the top of the next hill shrieked "Caution" and as we crested the hill – dismay. From where we stopped to the crest of the next hill about a kilometre away was a queue of stationary cars. It quickly became obvious that the queue wasn't moving and many were doing U turns to retrace their steps, so I leapt out of the Elite and suggested to the Newtons, who had pulled up behind me, that we too should abandon the route instructions, U turn and go back through Tylden then to Macedon.

On the outskirts of Macedon there were more queues – cars parked either side of the road, people milling everywhere, taking photos of... autumn leaves! We crawled at snail pace a couple of kilometres to our turn-off, Honour Avenue, to be flummoxed by even larger crowds of people wandering all over the road as if it was Bourke Street Mall, oblivious to traffic and then cars lurching onto the road from their parked positions clearly without checking for through traffic. What a nightmare.

We reached Olive Jones, our lunch stop, and I mentioned to the staff that the rest of our group might be exceptionally late to arrive due to the problem near Malmsbury. Some fifty minutes later they arrived and explained that the queue of cars had been waiting to turn right into an open garden event. Someone mentioned Paul Bangay – who? Google him.

Our three-course lunch took a long time so there was plenty of opportunity to chat and we finally left about 1630 for the run home, but we were not done with queues yet. >>

A Trentham identity



Near Keilor the freeway traffic ground to a halt and over the next two kilometres four lanes of traffic imperceptibly moved forward and reduced to a single lane to get around a motor bike accident. Finally clear we were next confronted with an overhead sign on the Tullamarine Freeway telling us of Road Works in the Burnley Tunnel and recommending seeking alternative routes – a potential of more queues so we exited at Flemington Road to cut across to the Eastern Freeway. Yes, we weren't the only ones so, yes, long queues of traffic until we cleared Alexandra Parade.

Glancing at my fuel gauge I realised we had used so much fuel during the day I was risking running out of petrol before we got home so I headed down Springvale Road and turned into the Shell Station to be confronted with...another queue. Thankfully the last.

So, Q Day turned out to be eleven hours door to door. Thanks Iain it was fun but a little frustrating.

STOP PRESS

Iain Palmer who had organised the run was a bit concerned that things hadn't gone to plan so he spoke to the restaurant owners and the jazz band to find out what had gone awry. The band's singer had rung in during the morning to cancel their engagement due to his throat infection and our numbers, 41, had simply overwhelmed their small kitchen which anticipated around 25 arriving for lunch, our average number for many recent EMRs. Ah well, the best laid plans...



The line-up of starters



Rod Nash, Karen Cairns, Guy & Kerri Stevens and Trish Couch



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Geoff N & Darryl



QUEENSLAND SUPER SPRINT SERIES

Round 1

by Garry Pitt

photos: Gloria Wade



Geoff Noble

Round One of the B Series Queensland Super Sprints saw almost 140 cars entered, the largest I've seen in the 10 years since we've been travelling to the very exciting Morgan Park race track located 2 ½ hours west of Brisbane in Warwick Qld.

The first round was raced over the 3.0km circuit for 3 laps.

The format for the Super Sprints is a standing start and 3 laps of the circuit with all 3 laps making up your time for the run. This is a challenging format for sprints as every gear change, corner, braking point has to be spot on to maximise your time. Also set-up and tyre pressures are critical, you cannot just wait for everything to come on then give it your best shot. You have to manage the tyres from cold (aside from the warm up lap) at the start through to the last lap.

Friday practice was clear and dry but with a number of breakdowns it was a bit stop-start, including the eventual winner Geoff Noble, who suffered from a broken ball joint. As always Geoff has a spare and it was fixed ready for racing on Saturday. Mick Cullum and Matt Plowman also suffered car troubles that put them out for the weekend.

>>



Matt & Sally



Garry

Saturday dawned fine and we looked set to get the maximum number of runs in for the day until around 3pm when the heavens opened and we received 40mm in around 40 minutes at the track, while the town of Warwick, five minutes away, got next to none. There was so much rain that the racing was called off as we had streams flowing over the track and through the pits!

Sunday the rain stayed away. The track was a bit damp and slippery first up, but really improved as the day wore on, with a number of PBs set within the Lotus crowd.

The Top 10 Results:

Place	Driver	Time	Car
1	Geoff Noble	03:58.669	Supercharged Honda Elise
2	Vikki Paxton	04:10.585	Modified F3 (running a V8)
3	Luke Brown	04:12.563	Another open wheeler (Condor I think)
4	Bill Norton	04:20.273	Another F3
5	Garry Pitt	04:23.189	Honda Elise
6	Martin O'Brien	04:24.206	Elise S
7	Darryl Ringuet	04:24.528	Supercharged Exige
8	Gerry White	04:25.316	Raw Fulcrum race car
9	Dan McCarthy	04:27.094	Elfin 622 Open wheeler
10	Gary Lange	04:27.232	HSV Maloo

If not for Jason's brake issues, the mighty little Lotus cars would have made half of the top ten, all road registered and a couple of daily drivers in there to boot, when you look at the list of cars competing it really is outstanding how these little cars perform.

Lotus Club Members times:

Geoff Noble – 3:58:669 – Somebody stop me!

Garry Pitt – 4:23:189 – Things go better with cable ties

Martin O'Brien – 4:24:206 – Fully Slick mate

Darryl Ringuet – 4:24:528 – The Saturday specialist

Jason Patullo – 4:35:336 – Give the poor man a break / Brakes

Greg Bray – 4:35:456 – Hysterically hold the historical banner

Clive Wade – 4:41:971 – Clearly this man needs more HP

Rob Stevens – 4:47:288 – Back from a mid career racing break

Mike Goodfellow – 5:20:864 – Enjoying the drive



Rob, Garry & Jason



Rob



Clive & Geoff R



Darryl, Jason & Martin



Garry



Martin getting ready

A genuine 906 – Ian Henderson's



A visit to LMK Projects Wow factor 10/10!

by Peter Murray

photos: Cris Johansen & Peter Murray



Many years ago Kyran Meldrum talked to a few LCV members about a potential mid-week visit to a small manufacturer in Woodend which made replica Porsche race cars.

Kyran and Peter Hill made a preliminary visit in early 2011 and Peter's comprehensive write-up can be found in the February issue of Lotus Notes of that year. For various reasons the mid-week visit didn't happen.

However, Iain Palmer also knows Andrew Keiller and arranged our visit in early April this year to their new premises in a small nondescript building in a near city northern suburb. Our numbers were constrained to 16 and the reason was obvious when 12 members assembled inside the building – there is barely enough room for four cars.

Andrew quietly provided an overview of their development work; outlined the early assistance he had received from former Porsche importer Alan Hamilton; mentioned that it had taken him seven years to complete the first 917; said that the 28 replica 917 cars they have built have been sold around the world without marketing, just word-of-mouth referrals and that Porsche are very impressed with the quality of their product. The 28 replica 917 cars they have built exceeds Porsche's original manufacture of just 25. He can also build 906 type models – there were three under construction in the shop. Will you be the first Australian to buy one of Andrew's cars?

Their suppliers include a sub-contractor in Geelong which makes the fibreglass shells, a painter in Bendigo, a trimmer on Phillip Island and castings made elsewhere so the operation has a large footprint.

As we wandered around the shop Andrew and son Tim talked in more detail about the improvements they had built into their cars. The build quality and attention to detail was very obvious in the partially built shells on the floor.

Before too long they will be the largest Australian vehicle manufacturer of cars exporting their product.

Andrew's career has had many interesting twists and turns. He started working life in the UK as a toolmaker before moving to the drawing office and from there to technical illustrator in the aircraft industry doing cutaway drawings (I wish we'd had time to see some of his drawings as that skill fascinates me). After moving to Australia he worked with Ansett and later worked as a contractor to various vehicle manufacturers then finally into his current small scale manufacturing activity. Somewhere along the way he was also a musician. Yet he surprised many of us by saying that given a choice he would prefer to be working in the aircraft industry. Maybe that's a career to be revived.

Thanks Andrew and Tim for a fascinating and informative morning.



Concours d' Elegance at *Ormiston House*

by Chris Bray

photos: Gloria Wade & Gavin Goeldner



Local to Greg and my abode in Redland Shire, is Ormiston House, one of Queensland's few remaining 1860's country houses.



<http://ormistonhouse.org.au/>

I had noticed in our local paper that various car clubs such as Porsche, Ferrari, Alfa Romeo, Mercedes, etc., hold their annual Concours d' Elegance on the wide sweeping lawns of Ormiston House overlooking the sparkling waters of beautiful Moreton Bay, south of Brisbane.

I put it to the club that Ormiston House was missing out on displaying the very best sports car marque, and thought that we should honour them with our presence.

We managed to secure the first date of the season, Sunday 17th April, and after a rather dubious weather forecast the evening before (which may have accounted for a few Clubmans missing), we experienced perfect weather with a pleasant breeze, making the day very comfortable after the many months we have been baking here in Queensland.

We started arriving at 9.30am to line up the cars on the wide lawns in front of the house. I think my count of the cars is more or less correct:

4 Early Elans, 1 Early Caterham, 1 Early Europa, 1 Esprit, 1 Lotus Carlton, 1 Europa S, 9 Elises, 2 Exige S

>>



A beautiful morning tea/coffee was available for us all to enjoy. Consisting of delightful homemade scones, jam and cream served under the wide verandahs of the house overlooking the waters of the bay.

Then at our leisure we took in the guided tours of the house and its history, which proved to be quite fascinating. The house is now fully restored and furnished to its original splendour.

We then enjoyed our picnic lunches we had brought on the lawn under cover of the marquees supplied, awaiting the judges decisions.

Which were:

Class	Owner	Car
Outright Winner:	Craig Wilson	Lotus Elan
Best Pre 1995 Lotus:	Colin McKay	Lotus Elan (pipped by Craig Wilson's Elan by only 1 point, the top 4 cars were only 1 point apart in this class)
Best Post 1995 Lotus:	Adam Kingston	Elise S2
Best Lotus 7 or Caterham:	Daniel Cameron	Caterham

After the presentations, a lot of banter/chit-chat was had by all, before we decided it was time to depart from this beautiful setting and drive our various distances home.

I think I can speak for all, declaring it was a lovely laid-back day, thanks to the marvellous Ormiston House volunteers, and thank you to the club for funding the day. >>







Outright winner, Craig



Best Pre 1995 Lotus: Winner, Colin



Best Post 1995 Lotus: Winner, Adam



Best Lotus 7 or Caterham: Winner, Daniel



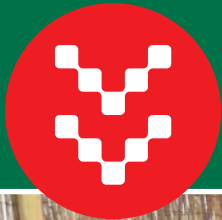
Lunch under the marquee



Paul of Ormiston House with Steve & Clive



Catching up with friends



Jim Clark's Cortina

story and pictures by Greg Bray



Greg Bray, Bob Dance and Jim Clark's Lotus 25



Greg and the Cortina



The Elan rear end of the Cortina

Last year Chris and I did our bi-annual trip back to the UK to see the family. As always it happened to be in the month of September (funny that) so I could go just up the road to the Goodwood Revival with my brother.

Luckily for us, on the Sunday I spotted Bob Dance the famous Lotus mechanic. Bob, now in his 80's was in the pits working on Jim Clark's Lotus 25 as he has done since the 1960's. Bob was giving the car the once over in preparation for the period F1 race in the afternoon.

The Lotus 25 won easily against all the opposition of it's era, as it did in the 1963 F1 season giving Clark his 1st World Championship.

The point of my story is whilst we were staying with our Welsh Lotus friend Andy, he did what he usually does and drove me through many muddy Welsh lanes to visit one of his many Lotus friends. This time not too far away from Cardiff we turned up at William's property. William owns four Mk1 Lotus Cortina's.

The pride and joy of his collection is Jim Clark's very own early road Cortina. Oh, to be an enthusiast with pots of money. He has the detailed proof, and apparently the car cost him as much as a very good house.

The very interesting part of this car for me being an Elan enthusiast was that Bob Dance had worked on the car in it's early days. He made a frame to hold the Elan diff, and fitted the whole Elan diff, drive-shafts, struts, discs and put them all in the back of this Cortina. Which would have made the handling of the car so much better with the Elan's independent lightweight suspension. But with Clark's excellent driving skills, he did very nicely with standard set-up on the track in his race Cortinas.

Also would you believe in this garage one of the other Cortinas had a "Best in Show" certificate, and the car had been restored by none other than our Derek Dean.



A name on a page

by Peter Murray

Some things catch your attention; an elegant woman, an exotic car or sometimes just a snippet of information in an article.

This story starts with a request for assistance, leads to a name on a page and follows a number of seemingly unrelated pieces of information to the story of an early Lotuseer.

I had been asked to help sell an early Lotus, a car that has been in Australia since the early 1970s. It had been dismantled, stripped of paint and had lain, forlorn and unloved, in a succession of garages and sheds for some 40 years. A "project" barely started and certainly far from completion.

Searching the Lotus factory records for the car I found a name against an invoice number – E. Lewis. The name meant nothing to me and how do you track down a common English name like Lewis with only the initial "E" and nothing else to narrow the search criteria?

Some time later we discovered in a box of books and papers near the car and a document which listed the car's original UK registration – KNH 7. I mentioned this to a friend in England who replied that the letters "NH" meant the car had been first registered in Northampton.

I remembered that the car's owner, now deceased, had once told me he had bought the car from a theatre technician who had bought the car from a Westover executive. Curiosity made me search the internet for Westover. A couple of false starts and I hit a mini jackpot – Westover Shoes had been located in a suburb of Northampton, England, and the owners were listed as C & E Lewis.

A subsequent internet search led me to the Lotus 7 Register website,



<http://www.lotus7register.co.uk/lss6.htm>

and there I found about the association between Edward Lewis and Colin Chapman; the creation of Edward's own "Lotus Special" and the deal with Chapman to give him a prototype Seven in exchange for his Special.

My pursuit was hotting up. Next came Lewis' race results between 1953 and 1959 in Lotus Mark VI, Seven, and Mark IX. So there had been a pretty strong association between Edward and Lotus. Then I discovered a photo of Edward at the Lotus Seven 50th Anniversary celebrations back in 2007. He looked quite old but very alert and sprightly. Could he still be alive and if so how might I track him down? Through the current Lotus organisation?

Then came a stroke of luck. I asked Michael Hipperson, a good friend in the UK, whether he thought Lotus might be a good starting point. He suggested we ask Malcolm Ricketts first and two emails later an "El Gordo Jackpot" – I have Edward's address in Spain. Time to change to snail mail and hope he is still alert and sprightly. I received a short reply clearly written by someone else but signed by Edward in very spidery handwriting saying "be patient and I will try to answer some of your queries".

The wheel turned full circle when I found reference to an article in an old Historic Lotus Register magazine titled "Profile Edward Lewis". Mike Bennett in Adelaide, owner of the Lotus 12, Chassis No 353, one of the two cars that launched Lotus into F1 was kind enough to send me a scan of that article and several others. In the final few paragraphs it was stated that Edward, (Ted) had bought a Lotus Elite chassis number 1020 in 1959. This was the car I had been asked to help sell!

I emailed the author, Graham Capel, who I find is also an Elite owner and I couldn't believe my further good luck. Graham knows Ted personally, has been to his 91st birthday and has a house in Spain a short distance from Ted and was to visit him late April 2014 and again in May 2014. He promised to talk to Ted to try to gather the information I was seeking but warned that Ted's attention span was short and he would not give Graham access to any of his documents. A few months later Graham told me that Ted had said he had sold the car to some chap who'd approached him at the Bugatti Owners Club Prescott Hillclimb but he couldn't remember the person's name; hardly surprising after 56 years.

Unfortunately Ted died on 23rd September last year. There is a very slim possibility that Graham may be given access to Ted's documentation to help his research on Lotus Sevens but I suspect it may end in a Spanish garbage tip.

I had also borrowed eleven years of Autosport magazines, 1959 – 1969, to try to find photos or race history and ownership of the car. I found Edward's 'For Sale' advertisements in the issues of 16th and 23rd October 1959.

LOTUS SEVEN		ELITE CASE		CUSTOMER		CHASSIS NO.
Invoice No.	Date	Invoice No.	Date			
		EC 1122	17/9/59	E. Lewis		1001
						1002
						1003
						1004
LS 107	20/3/59	EC 1009	2/4/59	J. P. Williams		1005
LS 106	18/2/59	EC 1008	18/2/59	J. Williams		1006
LS 105	9/2/59	EC 1004	9/2/59	C. Williams		1007
LS 104	26/1/59	EC 1005	16/2/59			1008
LS 103	12/1/59	EC 1007	10/1/59	R. Hall		1009
LS 102	31/12/58	EC 1001	31/12/58	D. C. Stanton		1010
LS 101	31/12/58	EC 1002	31/12/58	J. Scott Watson		1011
LS 100	22/12/58	EC 1120	12/1/59	R. Williams		1012
LS 99	20/1/59	EC 1127	20/1/59	R. Williams		1013
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Lotus Production record

Edward

Photo courtesy Cotter Press

Ted and Ernie Unger in 2014



KNH 7 at Prescott – 11 September 1960

CLASS 9. Grand Touring Cars.				
Record—E. P. R. Scragg. Jaguar 150S. 3981c.c. 61.42secs. 24-7-60				
No.	Name	Town	Make	c.c.
112	R. C. Symondson	West Horsley	Bugatti 57S	3257
116	M. S. Wright	Craven Arms	Jaguar	3442
117	J. G. Marks	Chigwell	Lotus Elite	1220
118	Miss Patsy Burt	London	Fiat	1491
119	M. A. H. Christie (Alexandra Eng. Co.)	Haddenham	Alexander-Turner	946
120	W. S. Perkins	Rugby	Lotus Elite	1216
121	L. J. Tracey	Solihull	Jaguar	3781
122	J. J. Brock	Farnham	Austin	848
123	K. S. Richardson	Witham	D.B.4 Aston Martin	3700
124	Mrs. K. S. Richardson	Witham	Porsche	1498
125	A. Oakes-Richard (Research Garage Ltd.)	Nuneaton	T.V.R.	1600
126	J. A. Shutler	Burley	Invicta	4467
127	J. W. E. Banks	Bourne	Bristol	1971
128	S. R. H. Loxton	Bicton Heath	Sunbeam	1494
129	T. N. Howes	Peterborough	Alfa-Romeo	1290
130	A. A. Thomson	Peterborough	V.W.	1192
131	T. T. Marsh	Kinver	Lotus Elite	1300
132	E. R. P. Scragg	Alderley Edge	Jaguar 150S	3941
133	T. Lund	Chorley	M.G.A. Twin-Cam	1782

I also found a photo in Autosport 23 September 1960 that showed a dark Elite at Prescott. Switching the search to the Stanford University's REVS Institute Photo Library I found in the George Phillips collection the same photo and after enlarging it I could clearly see the registration plate in the nose – KNH 7.

The archivist of the Bugatti Owners Club told me there were three Elites entered for that event – by J.G Marks, A.E Marsh and W.S Perkins. The archivist helped me locate the son of Marks who sent a photo of his father's Elite – clearly a different colour and registration. A.E (Tony) Marsh was British Hillclimb Champion six times in that era and co-drove an Elite at Le Mans, 25-26 June 1960, with John Wagstaff. Through The Nostalgia Forum I was provided with information from Tony's autobiography that he was so impressed with the Le Mans Elite he bought one and I was given the contact details of Marsh's son. Unfortunately, he was not responsive to my requests for information but the archivist at Shelsley Walsh, another famous hillclimb, had a photo of the Marsh Elite. It was a light colour and carried a different registration.

So, it seemed the car had been bought by Bill Perkins.

Then through The Nostalgia Forum, a Toronto, Canada acquaintance found an old Bonhams' auction notice listing a Bugatti owned by John (Jack) M Perkins, Bill's younger brother. A request to Bonhams for assistance to contact the vendor / Perkins family resulted in an email from Jack's nephew giving a further contact to a family friend who told me that both the Perkins brothers had married but had no children; that Bill had used KNH 7 as a daily driver and had died in December 1966 shortly after he had retired, and that Jack had sold Bill's cars.

So I have established ownership from April 1959 to December 1966 and from September 1969 to 2016. Just three years and almost certainly one owner to discover. But how?

A past ownership search is like a big blind jigsaw puzzle without the pieces to see and fit. You have to consider where to search to maybe find additional pieces.

I have been amazed and delighted to get unexpected help from several very knowledgeable and resourceful people in the UK, Canada and Australia.



Gold Coast Hinterland Run to Polly's Kitchen

by Steve Lennox

Sunday 20th March 2016

This is one of the nicer and more scenic social runs we have, as such we have a good attendance of wives and partners. We started at BP Yatala at 10:00am, to avoid all the city driving. The Lotuses started to arrive with about a dozen cars all up. These varied from the Elise's, to two modern Europa's, an Elan and an Esprit, as well as Mal Kelson in a Toyota 86.

We were feeling good with the attention the Lotuses were attracting until another group of car enthusiasts turned up to start their run at the same BP. These guys had some of the nicest machinery money

could buy, with McLaren, Lamborghini, Ferrari, Porsche and even a Bentley in the group. We all looked over at their vehicles with interest as they pulled out for their morning drive.

We departed for a drive through the back roads with beautiful scenery to our morning tea stop at Canungra. Along the way, we encountered a motorcycle club run going the other way. There must have been at least 200 motorcycles in what seemed like an endless parade of noisy (mostly Harley) bikes roaring past. Morning tea at Canungra was enjoyable, although I have been told that the protein balls were more like birdseed balls. Luckily, Mary-Anne and I went the classic Devonshire morning tea, with very nice country scones and homemade jam.

After the usual Lotus chit-chat, we departed for our lunch destination. This part of the drive was through the sub-tropical rainforest of the hinterland, skirting Springbrook National Park. The wet summer has really made the rainforest flourish and it was a very picturesque drive to Polly's Kitchen. Lunch as always was enjoyable, with a great outlook from the verandah out to the rainforest. We had to keep an eye on our food as a very tame Kookaburra was just waiting for his opportunity to swoop in and grab anything unattended.

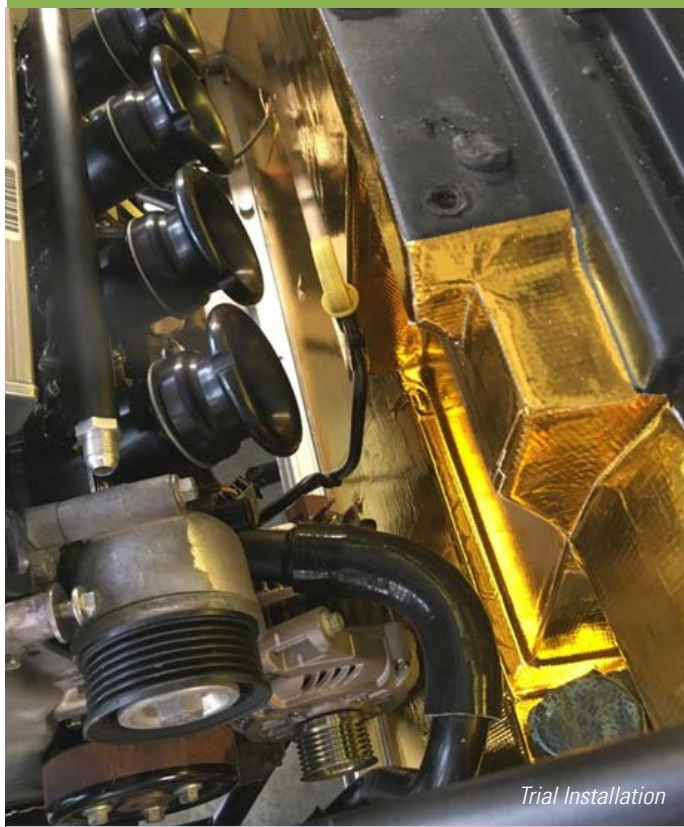
This is a great run with a social theme, I urge any Queensland club members who enjoy the social side of the club to attend next year.



Shed Shenanigans

PART FOUR

by Mike Moore



Trial Installation

Over the past couple of years, I have earned mild notoriety in Lotus-driving circles. Sadly, it's not because I'm particularly skillful or fast but rather because I like to drive my car to the circuit, have a bit of a flog around and drive home again. Not that unusual you might think and of course you would be right. The circuits I drive to most often are a 2500 to 3000km round-trip away but even that's not so unusual. No, I think the real reason people think I'm a bit "nuts" is because I make the trips in my 340R. As with everything in life, the Devil is in the detail.

Now there is a phrase that VW have become all too familiar with over the past year. It's true that all emissions tests are flawed. It's also true that all internal combustion powered vehicles operate outside the parameters required to pass those tests throughout a significant portion of their operating window. But where VW overstepped the mark was having "dual map capability", i.e. they produced cars that behaved differently in the same portion of their operating window, depending on whether they were in a laboratory or not. And for stepping outside the regulations in such overt way, they will pay a not inconsiderable price.

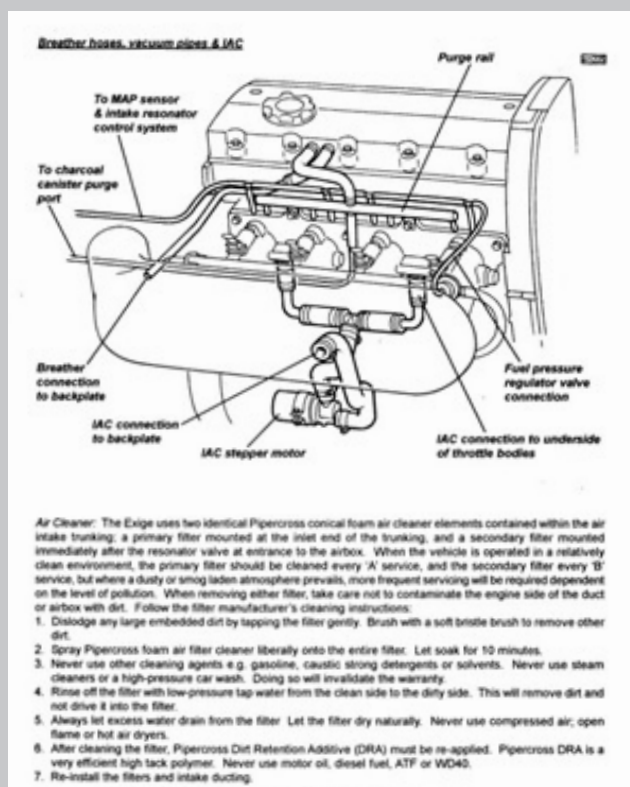
Now, we could debate the pros and cons of Australia's vehicle regulations for a very long time. But they are there, so if you want to drive your car on the road and avoid attention from the Boys (and Girls) in Blue (and fluoro), then many, many vehicle modifications require Engineering Certification. So from the very outset of this project I have been very keen to ensure that any modifications we carried out would comply with the relevant regulations and achieve the required certification. The slight fly in the ointment is that, although there are a set of National Guidelines around vehicle modification, by their very nature guidelines are open to individual interpretation; Oh and the National Guidelines are policed not Federally but by the States, ensuring yet more room for variation.

As emissions are the topic that VW has brought to the fore, let's use that area as an example. If you modify the engine you are fitting to your vehicle in any material way from the form in which it was certified, then the vehicle must undergo an emissions test in order to achieve Engineering Certification. Something as small as changing the engine calibration (or tune) would be considered material (as VW will attest). We intend to fit individual throttle bodies and an aftermarket ECU, so there has never been any doubt that we would have to undertake an emissions test. Except that there is an exemption for Qld-based vehicles to this regulation, as there are currently no facilities in the state capable of carrying out the test. Have I mentioned that the Devil is in the detail?

So we read and re-read the guidelines, set out a high level plan of what we were hoping to do, engaged a Certification Engineer at the earliest opportunity and listened to the guidance and advice he has given us.

At a high level, one of the key reasons we ended up with a 2.0 Duratec rather than a 2.3 or 2.5 variant is because the guidelines specify the maximum capacity of the replacement engine based on the homologated, unladen vehicle weight. In the case of a 1998 S1 Elise, the formula is $720\text{kg} \times 3 = 2160\text{cc}$ maximum. By happy coincidence, the 2.0 is also more readily available in Australia, revs better and typically means you aren't up against the turbo nutter mob in sprint/race groupings.

>>>



340R Purge Rail description – Elise Workshop Manual

Many of the other requirements for an engine conversion are determined by the age of the vehicle in to which an engine is being fitted and in our case, that meant that we specifically had to retain the same level of emissions control as the base vehicles. A catalyst is an obvious requirement but full canister vapour purge (CVP) and positive crankcase ventilation (PCV) capability must also be retained. That's not such a big deal when you are running a typical, plenum-type inlet manifold. But when you plan to run independent throttle bodies (ITBs), it becomes a bit more of a challenge.

I was fortunate to have the 340R on hand to draw inspiration from during that process. Other than the last of the naturally aspirated BMW M cars, it is one of the few cars that I know of, which runs a fully homologated ITB setup. As illustrated in the diagram attached, kindly donated by the Lotus workshop manual, the Rover VHPD throttle bodies have a purge rail which plumbs directly to the vacuum side of each throttle blade and is fed by the CVP system and one of the crankcase ventilation outlets. The latter aspect is important and often overlooked but a PCV system is typically plumbed to both the vacuum and atmospheric sides of an intake system, enabling the crankcase to breathe in through its nose and out through its mouth as required.

Many of you will have heard of AT Power through their belt-less dry sump for the Honda K20 engine. However, the largest part of their business is the range of aftermarket throttle bodies that they produce. In particular, their USP (have you noticed how many TLAs have crept in to this article in the past couple of paragraphs: sorry!) is that their throttle butterflies are shaftless, providing the perfect compromise between the full-throttle performance of roller barrels and the part-throttle benefits of conventional throttles. However, for purely practical reasons we were attracted to their products because we knew they had already been fitted to a number of Elises powered by Duratecs.

Their products are modular, which is a concept that really appeals to me and has many practical benefits, the ability to change length and shape of intake bell mouths being just one. They also don't subscribe to the "biggest is best" school of thought, with their throttles designed to promote strong port velocity as much as overall flow rates. Indeed the throttle blade positioning and shape are coincidentally very similar to the valves fitted in the intake of the standard Ford manifold to promote high port wall velocity at low throttle openings, which I hope bodes well for the part load performance of our engines. And perhaps most importantly of all, AT Power were willing to work with us, across oceans and timezones, in order to come up with a solution for our CVP and PCV requirements.

Whilst the fuel injectors of a standard Duratec are mounted directly in the inlet port of the head, AT Power can supply their Duratec throttle bodies with fuel injector holes, just behind the throttle blades. And so they worked with us to modify their fuel rail and related brackets and develop some "purge injectors" to emulate the purge rail system of the 340R. This "purge rail" system should also improve idle characteristics by compensating for any throttle to throttle imbalance that can creep in. They designed a new throttle cable bracket and actuator mechanism for our install to improve the cable routing and ensure the most progressive throttle actuation possible at very small throttle openings, which should, in turn, improve drivability around town (and in emissions tests). And throughout the process, everyone at AT Power was a pleasure to work with; very thorough and responsive in their communication and very, very reasonable with their commercial terms. So all-in-all I highly recommend them as a company and I can't wait to use their products in anger.

And finally, some photos of the finished items. If I were at all religious, I'd be tempted to say that God is in the detail.



Member Profile

David Buntin

by Peter R Hill



Remember that fad of a few years ago... bumper stickers that said: "My other car is a ..."? So you would see a rather battered looking Toyota Corolla with a sticker claiming: "My other car is a Ferrari". LCV Club member and committee member David Buntin could out do any of those if he put a sticker on the back of his Elise CR: "My other vehicle is a Vespa." And it's true.

I was first introduced to David at an MSCA event at Sandown Park Raceway. I can't remember why he wasn't racing, but there he was resplendent in a very smart leather Vespa jacket. The Vespa was parked a short distance away. It's an unusual combination, a 2010 Elise CR and a red Vespa – one is great fun but not very practical, the other is great fun (I once owned one) and very practical. For example, while I was driving around the back streets in my M100 looking for a car park prior to a committee meeting, David pulled up outside John King's place, parked the Vespa and walked in.

Like many of the members who I chat to about their motoring history, David owned a number of sports cars prior to seeing the light and buying a Lotus. He has owned a Mini Cooper and had both a Mark II Sprite and an MGB Mark 1 for many years. He sold both of those and bought one of my favourite cars, a pagoda roof, 1967 Mercedes 250SL. He sold the Merc in 2009 but oftentimes wishes that he hadn't.

He still remembers when he decided to buy a Lotus Elise. He saw one for the first time back in 1998 while he was on the way to work with his wife, Nana. The car in question was a blue Series 1. "I'll get one of those," he said. And he did, in May 2011 when he purchased his 2010 Elise CR with only 4,000km on the clock, in old English White with black stripes. If you check the LCV Facebook page you will have seen David's car – it's the cover photo for the page.

Prior to acquiring the Elise David hadn't done any track work, but he had a competition streak in him after many years of racing treadlies, both on



the road and on the track. The LCV DECA event of 2012 was the catalyst for David to join the club and to start using his car for competition. He now competes in the MSCA series and has done a number of the six-hour events at both Winton and Phillip Island. David joined the LCV Committee in 2014.

There are actually two Vespas in the Buntin family. Nana initially wanted a Vespa. David purchased a 300 GTS from Mark Tiddy, an Elise owner in Adelaide. Ian Peterson delivered the Vespa to Melbourne, unloading it from a trailer that contained his Elfin racing car. Unfortunately this model turned out to be too big for the petite Nana so David found her a 2013, 150 LX model that had only done 58kms. That's how they ended up with two. Nana also has a R56 "John Cooper Works" Mini for when she wants four wheels and protection from the elements.

David has become a Lotus nut and expanded his collection in October 2015 with a 1989 Esprit. He also recently purchased a huge ex-Lotus Dealer sign that will be installed in his new factory once it is finished. I get the impression that filling the factory with his building materials might not be his top priority.





Mount Cotton Hillclimb

9/10 April 2016

by Jon Young

I haven't looked at the stats, nor have I the time to tempt a jinx on the matter, but it seems that the sun invariably shines on the MG Car Club Queensland when they organise the hillclimb calendar. True to form, the weather stayed good for the four LCQ members who entered the event on 9th and 10th April.

Having said four, it turned out that Jason McGarry was too unwell to attend, no doubt afflicted with far too much good living and convivial company – stay away from sick people Jason!

Then there were three, except that it ended up with two and a half, as Dick Reynolds was to drop out of the Sunday run, leaving just Zaid Latif and yours truly to fly the Lotus flag.

Writing of jinxes, we were all congratulated at the drivers' briefing on not having a single DNF at the last event. Inevitably, I think that the entrants felt this was a challenge, resulting in 15 DNFs on the Saturday, albeit including cars attempting to run without fuel, bits dropping off others, as well as one or two excursions off the black stuff.

The track was not so kind to us all though, being quite slow on the Saturday, and not much improvement on the Sunday. I tend to benchmark against Brian Pettit's Westfield and Ainsley Fitzgerald's Arrow, both very quick cars and drivers, and it was noticeable that they both were a couple of seconds off their usual time (so it's not excuses or sour grapes our times were down a bit).

Dick arrived at the track for a change without his small, sticky soft tyres, and was running a similar tyre to me. His observation that it cost him three seconds is certainly one that should be taken on board for anyone chasing records there. Also notable that it's all about tyres and setup.

Zaid was in his Exige, and is going quicker every time he gets to Mount Cotton. He hasn't learnt to do the opposite of Dick's advice yet, and it was probably just as well that Jason wasn't there to help him either! There is a great video of Zaid on our YouTube channel "Sevensrule". The hyperlink (if that is what it is called) is



<https://www.youtube.com/watch?v=HRnHxhhLT0o&feature=youtu.be>

It's a shame that this event coincided with other events around the traps, since the next hillclimb is also the next Interclub Challenge event. We need a few others to keep us out front in the challenge, and the practice would have been helpful for the drivers that don't habitually visit Mount Cotton.

And of the quickest times achieved? Zaid came in on a 50.45, Dick a 51.27 and I trailed with a 52.26.

Just to warn the Interclub entries, the MG Car Club's husband and wife team (Ken and Pauline Graham) recorded a 46.18 and 46.63. We need to have some very quick guys to stay in front.

Another great day shared by motoring enthusiasts, thank you MG Car Club.



Classifieds

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